

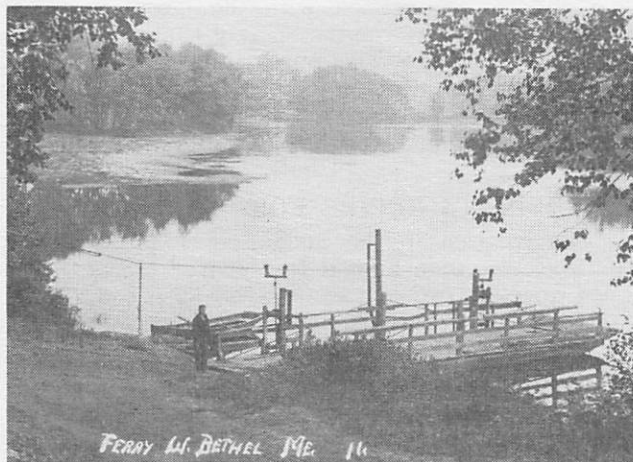


The Bethel Courier.

Volume III—Number 2

JUNE 1979

Bethel Historical Society



Ferry, West Bethel, Maine c. 1900

FERRIES ON THE ANDROSCOGGIN BETWEEN WEST BETHEL AND EAST RUMFORD

West Bethel Ferry: This ferry existed prior to 1898, for it is clearly indicated on the 1880 Atlas by Caldwell and Halfpenny. It was used to transport guests from the West Bethel railroad station to the Anasugunticook House in Northwest Bethel following the Civil War. The town appropriated money in 1898 to build another ferry, and its construction was handled by N. W. Mason and W. D. Mills. It was rebuilt in 1921 and lost in the flood of 1927. The first ferryman in this era was Calvin Cummings. Others were Ira Hickford and J. W. Pike. The ferry ran between the present home of Clayton Kendall to a spot near the house of Frank Gibson in Northwest Bethel. There also was another ferry at West Bethel which crossed the Androscoggin near the foot of Robertson's Hill. Still another ferry was located near the present Steam Mill. Little is known of these two operations.

Kendall's Ferry: This ran between the area near Riverside rest area on Route 2 and Middle Intervale. It was operated by Bezaleel Kendall Jr. and later by John Hastings. There may have also been a pole ferry here in 1819.

Barker's Ferry: This operated between what is now Bridge Street and Mayville. It was operated by Samuel Barker between 1803 and 1839 when a toll bridge replaced the ferry.

Bartlett-Bean Ferry: This ferry ran between the former Charles Bartlett homestead and East Bethel between 1830 and 1910. It was last owned by Elmer Trask.

Dustin's Ferry: Jessie Dustin was in town at the time of the 1781 Indian Raid, so it is conceivable that it was used for some time.

CROSSING BY FERRY ON THE ANDROSCOGGIN

by Frank Worcester

The ferryboat was retained in its proper position on the river by means of a large steel cable suspended across the river from two large double poles on each side. On the ferryman's home side the cable was run down through a windlass between the two poles which allowed for adjustment of the cable to the rise and fall of the river level. A two-wheel cable trolley was connected to each end of the boat by a heavy rope which ran from the center of each trolley down through a single pulley block which was firmly attached to the deck level and from there rose to and was wound around the rope crank shaft which was positioned on the rail for comfortable operation. This allowed the ferryman to position the boat on an angle to the river flow causing the boat to be propelled across the river. The wedge shaped stream forced or squeezed the boat through the water with the boat angled upstream to the direction traveled. On each upstream end of the boat were two heavy sideboards which by means of levers could be lowered further into the water to increase the water pressure against the boat sides thus giving further momentum to its speed. Across each end of the boat were large aprons which could be lowered for on and off traffic. In later years some of the ferries used four cylinder car engines suspended on the upriver side of the boats on channel and angle iron brackets. They had reversible propellers. The aid they could have given to the boats' operation was many times offset with frequent engine failure.

Hi, friend and reader, would you like to be the ferryman and take the boat across? Fine, I will show you the way. Well now, you have a customer and he or she is driving a wagon with a load of hay. First place the trig blocks such that the wagon's weight will be centered on the ferry. Now place your cant hook into the ground through the apron notch and signal your man (or woman) to drive on slowly and carefully. That was easy. Now place the trig blocks against his back wheels, and put bar in place at each end. Next unwind rope on the shore end enough so that it will drift downstream when leaving. Now lift the apron beam and make sure the holding dog is in place. Step onto the shore and with your canthook pry the boat out into the stream. Move back onto the boat quickly, drop your canthook and run to the other end of the boat, then lift the sideboard and quickly wind that end of the boat to angle it upstream. Had you left the sideboard down catching the current your task of winding the boat upstream could

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ble that the ferry was operating at approximately that date. It ceased operations in 1829 and crossed the river near what is today the home of Lincoln Fiske, Sr., in East Bethel and Homer Barlow's residence in Hanover.

Staples Ferry: A town record note in 1828 accepted a bridge path to this ferry believed to have crossed slightly above the Hanover ferry site.

Hanover Ferry: This operated between 1873 and 1934. It crossed the river between East Bethel and Hanover (near Emile Faucher's residence). One third was owned by Bethel, two-thirds by Hanover. The last ferry here was built in 1925. Among the last operators were Wallace Saunders (1927), Alvin Goddard (1928), David Tripp (1929-31), and William Daye (1932-33). When it was decided to discontinue the ferry in 1933, it was chained to a tree near the Rumford line. The chain was later stolen and the ferry floated to its destruction at Rumford Falls.

Rumford Point Ferry: The first ferry crossed here between 1800 and 1809. The site was about a mile below the village, near the present location of the Rumford Wild Animal Farm. Moses Kimball operated a ferry about 1819 called Kimball's ferry near this site. Later a bridge was built at the present site of Rumford Point, but this was swept away in 1839. At low water its piers can still be seen. The last Rumford Point ferry operated from about 1839 until it was replaced by the present steel bridge in 1956. The final operator was Isaac R. Easter who began his tenure in 1943 and frequently made over one hundred trips per day.

Rumford Center Ferry: This ferry ran between the site of the present soldiers' monument to a salt box building on the other side. John Adams was associated with it from 1805-1810. Aaron Graham is believed to have built the first craft. This ferry was in operation during the 1936 flood and was discontinued in the early 1940's. Operators through the years have been, among others, William Frost, Howard Miller, William Richardson, Ronellow Doll-off, and Albion Knapp.

East Rumford Ferry: This ferry was known as Putnam's Ferry and operated between 1811 and 1892. It was always controlled by the Putnam family and was discontinued when the dam, built at the falls, slowed the current.

SOCIETY TO SPONSOR LECTURE SERIES

A lecture series during the month of August will be held each Wednesday afternoon at 4 p. m. The schedule is as follows: August 1, Rosalind Chapman, "Main Street Through the Years"; August 8, Donald G. Bennett, "Highlights of Mayville History"; August 15, Paul McGuire, "Sporting Boats in Western Maine Through the Years"; August 22, Stanley Howe, "Lucy Larcom, White Mountain Poet"; August 29, Alvin Barth, Jr., "Mill Hill Archaeological Site." These sessions are open to the public and will be followed by refreshments.

IN MEMORIAM

Dr. Bryant C. Bean, died April 20, 1979.

Dr. Bean, head of liberal studies at Husson College, Bangor, was a Charter Member of the Society.

2 FILM SERIES IN JULY

A film relating to the Bethel area made more than twenty years ago by Ralph Hall will be featured each Wednesday afternoon during the month of July at 4 p. m. Refreshments will follow each of Mr. Hall's presentations.

SOCIETY PUBLISHES NEW BROCHURE

Through a matching grant from the Maine Publicity Bureau and the Maine State Development Office and in cooperation with the Greater Bethel Chamber of Commerce the Society has produced an attractive brochure. This publication provides more extensive information on the museum, the historical society and the research facilities as well as a map of significant area historic sites.

MRS. MASON'S RECIPE FOR "CATCHUP"

Handwritten in the inside cover of her copy of "The American Frugal Housewife" (1836)

- 4 quarts strained tomatoes
- $\frac{3}{4}$ pint of vinegar
- 3 tablespoonsful of salt
- 4 tablespoonsful of allspice
- 1 tablespoonful of cloves
- 1 tablespoonful of mustard
- $\frac{1}{2}$ tablespoonful of red pepper
- 1 tablespoonful of black pepper

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have been difficult. You can lower your sideboards on both ends and you now have your boat moving toward the other shore. You now have time to pick up your canthook, place it against the rail, and visit with your customer or collect the ferry fee. Soon the other shore approaches and you must guide the boat to its landing. First lift the sideboard, it might touch bottom, then release the cranklock and wind or unwind it as needed to bring the apron to the wheel tracks on this shore. Well done; perfect landing. Remove the trig block and bar, then drive your canthook deep into the mud by the apron notch, hold on tight, and caution the driver to start up slow and easy. All goes well and you were a successful ferryman!

Friend, it is now time to reverse the operations for the return to your home shore and I hope you are enjoying the experience as many have here in the foothills of the White Mountains and the beautiful Androscoggin River Valley with the pleasant memories of the river ferries. Take with you the quiet sound of water rippling by the boat; the canthook hitting the deck; running feet to the other end of the boat and the gentle sounds made by the cable trolleys as they make their uneven journey across with us. There blows the ferry horn (another memory), back on the shore we have left, and I must answer the call as soon as you land on your side of the shore.

You have just made a journey back into the 1800's, through the 1920's, 30's, 40's, and into the edge of the 50's, and you are about to step back onto the shore of almost the 1980's. Pleasant memories to you. Thank you for coming back with me into the past—and please come again!

OUR READERS WRITE

Both the Society and Mrs. Chapman received many letters, telephone calls and personal comments about the article on Main Street in the last issue of the "Courier" adding to and correcting some of the information presented. The following are some of the highlights:

Harold M. Lawrence, Portland: "My grandfather, George T. Lawrence, a watchmaker, moved from South Paris to Bethel in 1878 and opened a shop on Main Street where he carried on a business until his death in 1910. I have a picture of him in front of his shop in the so-called Pushard Drug Store block (Site #28), and at that time R. A. Farwell, candy and groceries occupied the part later occupied by Pushard. The Lawrence family was living upstairs over the store next door (Site #27). Upon George Lawrence's death the business was sold to Ed Lyon."

Hugh Mason Clark, Pine Hill, New Jersey: "Site #37 which was one of Bethel's oldest homes is of special interest to me, and I wish to correct a little of the history of that home and lot. Anne Maria Robertson sold the house and land upon her father's death to my grandfather Angelia Mason Clark in 1911, where she lived with her son Irving Clark, who was my uncle, until her death in 1930. Her son Roscoe C. Clark was my father, a brother of Irving Clark, also a brother of Edmund Clark and Ruby Clark Eldredge, all deceased. The house and land were sold two or three years later by the heirs but I do not know the buyer, but it was long before the sale to Max Zallen. . . I was living in Bethel with my father, mother and brother at my grandmother's home on Mill Hill in the summer of 1911 when the hotel (Prospect) burned. My grandmother sold her property to the present Bethel Inn and then bought the Robertson home on Main Street in the fall. My father moved to Lisbon and Auburn that fall where we lived until 1926 when we moved to New Jersey. From 1911 until 1930, I spent many vacations and happy times in Bethel with my grandmother and uncle at their home on Main Street."

Marjorie Farwell Anderson, Owls Head: "I was thrilled with the 'Bethel Courier,' and your fine survey of Main Street. One thing I remember with pleasure, is going down at dawn (or before) with my mother and sitting on Purington's store steps with other townspeople, and watching the circus unload their wagons and animals. I remember going to Jordan's store for penny candy (particularly candy that looked like a fried egg in a 'tin spider' [as frying pans were called then]). I sometimes would go to Jordan's with a kerosene can to get it refilled. Mr. Ira Jordan would always caution me 'to leave the can outside the store.' Mother and dad had a grocery store in the location where Laura Stearn's store was when they were first married (1899). I remember 'Newt' Richardson lighting the street lights. Edward King's store was in the Cole Block. You mention it as 'King's Jewelry Store.' It was almost a 'department store', and it was one of my thrills to go shopping with Mother in the store at Christmas time. Also 'Miss Stearns' was another interesting place to shop for hats, and 'pretties.' Edward King married Jessie Philbrook (a close friend of my mother's). I always called

PRESIDENT'S COLUMN

I'm using this space to tell members and friends of the Society about a project in which I've been involved for the past few months: a Historical Society Cookbook. With luck and cooperation from the printer it should be on the market in July. The idea was the brainchild of Society member Maxine Brown, who began collecting recipes from the membership over a year ago. Our meetings have always been noted for an array of delicious goodies, and recipes for these, and other foods, began to pour in to Maxine on cards, slips of paper, in varying states of legibility. Nancy Bentley and I worked with Maxine in sorting the recipes and planning for the details of publication. Marge Noll and Edie Eddy volunteered to perform the tedious task of typing the recipes, getting them into a state to be assembled into a book. We are presently proofreading, revising, and generally getting things into final form and plan to hand the manuscript over to the typist and then to the printer early in June.

This has been a new type of Historical Society activity for me, quite different from researching mills and manufacturers, and making models of the Common. But who would not be enticed by such things as Mrs. Tibbett's Jailbird Pie, Maxine's Chocolate Refreshers, or the recipe for Homemade Sausage from Bryant's Market? This should give you some idea of what one committee of the Historical Society has been up to this year, and of the treats in store when the book is out. We'll be using old photographs on the divider pages, similar to those in the Society's calendar, and the books will have practical plastic spiral bindings. An added attraction: a good part of one's Christmas shopping can be taken care of with One-Stop Shopping at the Moses Mason House.

Catherine Newell

them 'Aunt Jessie' and 'Uncle Ted.' Eventually they moved to Fellesmere, Florida. He made a trip to Florida and was enthused about the business potential there, and brought a few grapefruit to give to people around town. No one enjoyed them because they were so sour. They had two sons, Edward and Theodore, who died before Jessie did. 'Ted' King made one or two trips back to Bethel, but Jessie never did. Mother thought it was because it would make her too homesick."

Abigail Bean Fiske, Gorham, N. H.: "I received the 'Bethel Courier' today—enjoyed reading it very much. This is not for any changes but I thought you might be interested. I noted the mention of Gilman Bean as one of the owners of the store (at 'Honest Corner'). Gilman was my great uncle; my father Clyde Bean worked for him. I looked up his obituary and quote the following: 'Gilman Bean bought the store of Moses T. Cross, 1875, corner of Main and Church Streets, known as 'Honest Corner' in Bethel village and entered the mercantile business. He remained in business until 1904.' My father worked in that store probably from 1884 until 1893 when he and my mother, Mary Russell Eames, were married and moved to Iowa. Another, I think, interesting item, is a letter my father wrote his father and mother in April, 1884, telling of working for his Uncle Gilman earning \$100 a year and his

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Bethel Poor Farm, 1979

Due to its badly deteriorated condition and current land use regulations, the Bethel Poor Farm was razed this year by the Town of Bethel. The farm, owned by the municipality since June 1880, replaced an earlier one in East Bethel.

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board and room. Gilman P. Bean died in 1911.

June Greig, Bethel: Charles Brown, father of Society members Beatrice Brown Conrad and Julia Brown had a barber shop in his house (Site 13).

Lee Mills, Locke Mills: Thomas LaRue's first shop was in the corner store (Site 30).

Libbie Kneeland, West Bethel: Eugene Vandekerckhoven was a photographer on Site 13. Fred Hall once lived where Mothers' is today (Site 21). Ruby Rolfe had a dress shop first on Site 32, later on Site 31 and finally on Site 43. Laura Yates and then Marilyn Gilbert had a beauty shop on Site 32.

Arlene Greenleaf Brown, Bethel: The first ice cream parlor in town was opened by Dr. and Mrs. Sherman Greenleaf about 1920 in Site 50. Caskets for the dead were stored upstairs.

Charlotte Kendall Johnson: Ruth Kendall had a dress shop on lower Main Street in the early 1920's.

Site 37 was purchased by Max Zallen from Percy L. Robertson on August 12, 1940. Percy Robertson was the son of Cora A. Robertson who had purchased the property from Irving Clark, Ruby Clark and others April 29, 1938. Angelia Clark had purchased the property from the previous owner Nellie G. Sturtevant, November 20, 1911. Mrs. Sturtevant had purchased it from Lettie Thayer, March 9, 1909, who in turn had bought the property from Ann Maria Robertson, October 10, 1905. This deed specifically exempted "the building known as the Sylvester Robertson shop," and this structure was to be removed from the site by May 1, 1906.

GENEALOGY COMMITTEE FORMED

Responding to increased interest in genealogy, the Society has formed a committee to research genealogical inquiries and to promote genealogical research. Members include Judith Barker, Agnes Haines, Floribel Haines, Alden Kennett, Mabel Kennett, Jean Ness and Gloria Snyder.

Edith Eddy and Frances Harding were through an error omitted from the Museum Committee in in the December issue.

4 OBITUARY OF DR. MOSES MASON

From the Oxford Democrat, June 29, 1866

Moses Mason was born in Dublin, N. H., June 2, 1789. His father, Moses Mason, a revolutionary soldier, was in the battle of Bennington, and in 1799 removed to Bethel and settled on the north side of the Androscoggin River near the Ferry. He was a man of character. He represented the town for five years in the Mass. Legislature.

Moses, the subject of this sketch, was ten years old when he removed to Bethel, consequently, his life has been identified with the history of Bethel for more than half a century. Like that of most boys at that time, his literary advantages were small, and he spent the years of his minority on the farm with his father, but having at length felt an inclination to pursue the study of medicine, he entered the office of Dr. James Ayer of Newfield, with whom he acquired his medical education, and commenced practice at Bethel Hill in 1813, on the spot where he has always lived, and where he died. The lot where his house now stands was then an unbroken forest, full of swampy spots of land and to most persons of a most forbidding aspect. But Dr. Mason had an eye for the future. He saw that his own location would eventually be a commanding one. He built the house where he lived, and was the first person in town who thought of raising the sills of the house above the ground. An amusing instance occurred at the time of raising; some of the leading citizens seeing his sills blocked up so high, they chose a committee to avail upon the Doctor to lower them as the building would certainly blow over. He married Miss Agnes Straw of Medfield, June 15, 1813, who for fifty three years shared with him the comforts of a happy home, and who survives her husband.

The Doctor soon had a lucrative and respectable practice. There was one other physician in town at the time. Dr. Timothy Carter, settled at Middle Intervale four miles distant, and in 1816, Dr. John Grover settled on the spot now occupied by Dr. Robert Wiley.

Dr. Mason was a man in whom his fellow citizens placed much confidence. It never seemed to us that the Doctor every really loved the practice of medicines, and his practice was produced rather on the practical application of medicine in case of sickness than in carrying out any theory. His interest in the affairs of the town led him gradually away from the duties of his profession, which he wholly abandoned on his election to Congress in 1833.

He was appointed the first Postmaster of Bethel in 1814. Previous to that time the inhabitants were compelled to go to Waterford for their mail. We remember an interesting little incident at the arrival of the first train of cars at Bethel. Said he to the writer, "I do not feel half the excitement now that I did in 1814 when I was appointed Postmaster and waited listening for the Postman's horn. When that sounded a mile distant, I felt excited." He held this office till 1834 a period of twenty years, when he resigned. He was commissioned Justice of the Peace in 1826 which office he held till within a few years. In cases brought before him, his de-

cisions were founded on the principles of justice and good sense, and were seldom set aside. He united in marriage about ninety persons, never retaining a cent for his services, but invariably giving the fees to the bride.

He was appointed County Commissioner in 1830, and in 1833 was elected Representative for the Oxford District, and was re-elected in 1835. He was thus in Congress during the exciting times of Andrew Jackson, and was a warm supporter of his measures. He was there made familiar with such men as Calhoun, Webster, Wright, Clay, J. Q. Adams and other strong men, forming an array of men such as Congress had never known before. Dr. Mason could portray many of the scenes of that eventful period in our national history with great vividness. F. O. J. Smith and George Evans are the only survivors of that Congress from Maine.

He was a member of the Executive Council in 1843 and 1845. In 1843 he was appointed a Trustee of the Insane Hospital. For fourteen years he was chosen Selectmen of Bethel. He was elected President of Gould's Academy in 1854, which office he held till his death. For ten or fifteen years past he devoted much of his leisure in adorning Woodland Cemetery, where he erected a handsome granite monument and was busy at work at his favorite employment when he was attacked with pleuro pneumonia from over exertion, and after a short but distressing sickness, he died June 18, 1866.

It will be seen that this brief sketch of Dr. Mason is closely identified with the history of Bethel. He was fond of collecting statistics and facts pertaining to the history of the town. He had a competency so that he could spend his time in a way most agreeable to himself. He was a man of much mechanical ingenuity. He made his own carriage in which he rode for the last ten years. He was a man of excellent taste. He was fond of setting out trees and shrubbery and keeping them in order. A beautiful grove in the rear of his house is a monument of his taste and industry.

Dr. Mason was decided in his political preferences, but he had the good sense of respecting merit wherever found. He would point out the merits of those prominent men of his day whose political opinions were far from coinciding with his. As a Counsellor he was unusually sagacious. He could foretell the probable result of an election with al-

5 MOSES MASON MUSEUM TO OPEN JULY 3

The Moses Mason Museum will officially open for the 1979 season on Tuesday, July 3. The hours are each afternoon from one to four except Monday. Tours of the Dr. Moses Mason House, special exhibits and Wednesday afternoon film and lecture series will be featured.

most unerring certainty.

He was an honest and upright man in his dealings with others, and regarded with the utmost contempt any man who should act otherwise. He was no public speaker, but he could approach men in private, and bring them over to his views, in a remarkable manner. Here was his greatest power. When in the prime of life he could ride over the town and bring an influence to bear upon his fellow citizens which would be irresistible when they were called together to express their opinion at the ballot box. He was always gratified at witnessing anything which pertained to the material progress of the town. When a project was started for extending the Oxford and Cumberland canal to Bethel he spent much time in the advancement of that object. In locating new roads, in witnessing the erection of new buildings, or in any enterprise which seemed to promote the public good, he always expressed a lively satisfaction. Thus has faded away at the age of 77 years one of Bethel's most prominent citizens.

He lived to see the forest cleared up around him and himself pleasantly situated in the center of a thriving population. On the 50th anniversary of his marriage he had a Golden Wedding when a large number of relatives were present at the festive occasion; and now he has left the scenes of his past life with the common remark that no man will be missed from the community more than he. His remains were conveyed to the Congregational Church, when after religious services they were borne to the Woodland Cemetery followed by a long train of mourning friends and citizens.

Published semi-annually by the Bethel Historical Society, Stanley R. Howe, Editor. Please address all inquiries and suggestions to Editor, Bethel Historical Society Newsletter, Box 12, Bethel, Maine 04217.

Join the Bethel Historical Society dedicated to preserving and interpreting the local past

Membership in the Society entitles you to:

- | | |
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| (1) free admission to the museum | (4) special library and archival privileges |
| (2) special discounts at museum store | (5) semi-annual newsletter |
| (3) preferred rate for meeting room rental | (6) reduced course fees |

To the Membership Committee: I am interested in becoming a member of the Society.
(Please Print)

Name

Address

Signature

Please check appropriate category and send your remittance to: Box 12, Bethel, Maine 04217

.....Sustaining \$2.50 (Individual)

.....Contributing \$10.00

.....Patron \$25.00

.....Students (under 18 years) \$1.00

.....Life over 55 years \$50.00 single

.....Life over 55 years \$75.00 couple

.....Life under 55 years \$100.00 single

.....Life under 55 years \$150.00 couple

BOOK REVIEW

Glimpses of Olde Andover by the Andover Service Circle, 1978, 84 pp. \$7.50. Available from the Andover Service Club.

The Andover Service Circle under the general chairmanship of Eleanor Gay Tracy has produced an attractive "scrapbook" of old photographs on Andover, Maine, a town in Oxford County which was settled in 1789. The book, like the town's geography, is divided into several sections: the village, South Andover, East Andover, North Andover, Farmer's Hill, Lake Road and Upton Road. Each section focuses on the residences and public buildings as well as people and their activities throughout the period 1880 to 1920. In most cases the photographs are rare and have never before been published. Under each dwelling is a list of the residents during the period under consideration. The section is preceded by a map of the vicinity drawn for the occasion. In addition, maps of the town copied from the 1880 Atlas by Caldwell and Halfpenny are included on the back cover, which are most useful.

This book appears to have been a genuine community effort with a long list of photographic donors. The Andover Service Circle is to be commended for taking action to preserve something of the town's important past. It would have been preferable, perhaps, to have included a brief sketch of Andover's history for the uninitiated reader, but for residents well-acquainted with the area this may not have been necessary in light of the "scrapbook" approach.

The book, nevertheless, is a significant contribution to an understanding of an eventful period in the history of an Oxford County town. S.R.H.

KERSEY WINS DR. MOSES MASON AWARD

Timothy M. Kersey II, a freshman at Telstar Regional High School, is the second winner of the Dr. Moses Mason Award, given annually to the student at Gould Academy or Telstar who writes the best essay on local history. Kersey's essay was entitled "Oxford County's Greatest Tragedy", which describes the Don disaster of 1941.

Bethel Historical Society
Box 12
Bethel, Maine 04217

6 SOCIETY PUBLICATIONS AVAILABLE

1979 calendar featuring Bethel area photographs of the past, half price (\$1.25 plus fifty cents postage).

1980 calendar featuring Bethel area photographs of the past, \$2.50 plus fifty cents postage.

Booklets (50c each postpaid):

"Molly Ockett"

"Dr. Moses Mason and His House"

"The Family Farm"

"Made in Bethel"

"Bethel's Broad Street"

Also available: "Adventures in Maine History"—a listing of Historic Museums, Historical Societies and Sites in the State of Maine. Produced by the Maine League of Historical Societies and Museums. \$2.95 postpaid.

"Special Edition — Bethel Oxford County Citizen —1974." In commemoration of the dedication of the Moses Mason House and the 200th Anniversary of the first Settlement in Bethel (1774). \$1.00 postpaid.

HISTORICAL SOCIETY COOK BOOK TO BE PUBLISHED

As noted in the president's column, the Society is publishing this summer a cook book featuring many old-time Bethel favorites. Information regarding price is not available at this time but order cards will be sent later in the summer.

NEW LIFE MEMBERS

New life members of the Society are Mr. and Mrs. Robert Stedman of Ottawa, Ontario; Edward H. Hastings of Dorchester, Massachusetts; Mr. and Mrs. Albert Johnson of Westford, Massachusetts.

Mr. Stedman is a professional engineer in Ottawa. His wife Elisabeth is the daughter of the late C. D. Howe, Canadian cabinet minister (1935-1957) whose parents were natives of East Bethel.

Edward H. Hastings, Dean of Curry College, Milton, Massachusetts, is a summer resident of Bethel and a great grand-nephew of Agnes Straw Mason, wife of Dr. Moses Mason.

Mr. and Mrs. Johnson are retired. Mrs. Johnson is a native of Sunday River.